

## EAST Search History

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
S1	392	(park\$3 near3 lot) near25 (designat\$3 or allocat\$3 or assign\$3 or predetermin\$3 or fix\$3)	US-PGPUB; USPAT	OR	ON	2005/10/04 16:15
S2	199505	S1 and "40" ship\$4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:04
S3	7	S1 near40 ship\$4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:06
S4	9	S1 same ship\$4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:06
S5	11	(park\$3 near3 lot) same( (designat\$3 or allocat\$3 or assign\$3 or predetermin\$3 or fix\$3) near50 ship\$4)	US-PGPUB; USPAT	OR	ON	2005/10/04 13:08
S6	4	S5 not S4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:08
S7	69	(park\$3 near3 lot) near25 ((designat\$3 or allocat\$3 or assign\$3 or predetermin\$3 or fix\$3) near40 space)	US-PGPUB; USPAT	OR	ON	2005/10/04 13:11
S8	68	S7 not S5	US-PGPUB; USPAT	OR	ON	2005/10/04 13:12
S9	68	S7 not S4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:18
S10	69	S7 not S3	US-PGPUB; USPAT	OR	ON	2005/10/04 13:12
S11	503	(packag\$3 near40 (pick or deliver)) same ship\$4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:20
S12	484	(packag\$3 near20 (pick or deliver)) same ship\$4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:19
S13	142	S11 and (secur\$3 near30 (site or location or station or stand or area))	US-PGPUB; USPAT	OR	ON	2005/10/04 13:20
S14	14	(packet near40 (pick or deliver)) same ship\$4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:20
S15	1	S14 and (secur\$3 near30 (site or location or station or stand or area))	US-PGPUB; USPAT	OR	ON	2005/10/04 13:21
S16	40	S13 and park\$3	US-PGPUB; USPAT	OR	ON	2005/10/04 13:40
S17	1	("6003010").URPN	USPAT	OR	ON	2005/10/04 13:25

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S18	6	("4954958"   "5765123"   "5910896"   "6003010"   "6078889"   "6370515").PN.	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/04 13:25
S19	170	705/407.ccls.	US-PGPUB; USPAT	OR	ON	2005/10/04 13:40
S20	296	705/408.ccls.	US-PGPUB; USPAT	OR	ON	2005/10/04 13:40
S21	66	S1 and (S9 or S20)	US-PGPUB; USPAT	OR	ON	2005/10/04 13:41
S22	8	S21 and ship\$4	US-PGPUB; USPAT	OR	ON	2005/10/04 13:42
S23	58	S21 not S22	US-PGPUB; USPAT	OR	ON	2005/10/04 13:43
S24	27007	(distribut\$3 or transport\$5) near4 (packages or packets or parcels)	US-PGPUB; USPAT	OR	ON	2005/10/04 13:45
S25	0	((distribut\$3 or transport\$5) near4 (packages or packets or parcels)) and S1	US-PGPUB; USPAT	OR	ON	2005/10/04 16:15
S26	1	"6021392".pn.	US-PGPUB; USPAT	OR	ON	2005/10/04 16:13
S27	1	"6426699".pn.	US-PGPUB; USPAT	OR	ON	2005/10/04 16:14
S28	1467	705/8.ccls.	US-PGPUB; USPAT	OR	ON	2005/10/04 16:14
S29	1	(park\$3 near3 lot) near25 (designat\$3 or allocat\$3 or assign\$3 or predetermin\$3 or fix\$3) and S28	US-PGPUB; USPAT	OR	ON	2005/10/04 16:15
S30	37872	((distribut\$3 or transport\$5) near4 (packages or packets or parcels))	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2005/10/04 16:16
S31	10943	((distribut\$3 or transport\$5) near4 (packages or packets or parcels)) same system	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2005/10/04 16:16
S32	2600	((distribut\$3 or transport\$5) near4 (packages or packets or parcels)) same system and label\$3	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2005/10/04 16:17

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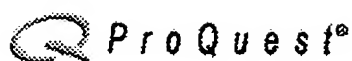
S33	23988	parking near3 (site or lot space or area)	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2005/10/04 16:17
S34	30	S32 and S33	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2005/10/04 16:17
S35	15	S34 and ship\$4	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2005/10/04 16:18
S36	16	S34 and (ship\$4 same receiv\$3 or receipt)	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2005/10/04 16:18
S37	1	("6003010").URPN.	USPAT	OR	ON	2005/10/04 16:21
S38	1	("5233532").PN.	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/05 14:04
S39	1	("20040236635" ).PN.	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/05 18:23
S40	1	"6426699".pn.	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/05 18:23
S41	2133	(label\$3 near2 device) same (information or data)	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/05 18:24
S42	839	(label\$3 near1 device) same (information or data)	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/05 18:25
S43	33	(label\$3 near1 device) same ((information or data) and ship\$4)	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/05 18:26
S44	1	("5834706").URPN.	USPAT	OR	ON	2005/10/05 18:33
S45	1	("5834706").URPN.	USPAT	OR	ON	2005/10/05 18:39
S46	1	("5834706").URPN.	USPAT	OR	ON	2005/10/05 18:39
S47	1	"5834706".pn.	USPAT	OR	ON	2005/10/05 19:04
S48	529	177/1.ccls.	USPAT	OR	ON	2005/10/05 19:04
S49	545	177/1.ccls.	US-PGPUB; USPAT	OR	ON	2005/10/05 19:05

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S50	4067	705/26.ccls.	US-PGPUB; USPAT	OR	ON	2005/10/05 19:05
S51	1358	705/27.ccls.	US-PGPUB; USPAT	OR	ON	2005/10/05 19:05
S52	2	GIOVANNOLI.IN. AND 705/26. CCLS.	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/06 14:37
S53	17	gARG.XA.	US-PGPUB; USPAT; USOCR	OR	ON	2005/10/06 14:38
S54	97	use\$3 same (parking adj space) same deliver\$3	US-PGPUB; USPAT; USOCR; EPO; JPO; DERWENT	OR	ON	2006/04/05 17:04
S55	34	186/41.ccls.	US-PGPUB; USPAT	OR	ON	2006/04/05 17:36
S56	6	S55 and (parking adj space)	US-PGPUB; USPAT	OR	ON	2006/04/07 15:05
S57	527	vehicle near2 direct near2 delivery	US-PGPUB; USPAT	OR	ON	2006/04/07 15:17
S58	23	vehicle near1 direct near1 delivery	US-PGPUB; USPAT	OR	ON	2006/04/07 15:05
S59	2	S58 and park\$3	US-PGPUB; USPAT	OR	ON	2006/04/07 15:13
S60	425	S57 and park\$3	US-PGPUB; USPAT	OR	ON	2006/04/07 15:13
S61	0	S57 same park\$3	US-PGPUB; USPAT	OR	ON	2006/04/07 15:13
S62	8	S57 and parking	US-PGPUB; USPAT	OR	ON	2006/04/07 15:15
S63	6973	direct near2 delivery	US-PGPUB; USPAT	OR	ON	2006/04/07 15:18
S64	8	S63 same parking	US-PGPUB; USPAT	OR	ON	2006/04/07 15:15
S65	8	vehicle near2 direct near2 delivery	EPO; JPO; DERWENT	OR	ON	2006/04/07 15:17
S66	0	S65 and park\$3	EPO; JPO; DERWENT	OR	ON	2006/04/07 15:17
S67	639	direct near2 delivery	EPO; JPO; DERWENT	OR	ON	2006/04/07 15:18
S68	3	S67 and parking	EPO; JPO; DERWENT	OR	ON	2006/04/07 15:19

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S69	196	designated near1 parking	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/04/07 15:20
S70	40	S69 and deliver\$3	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/04/07 15:20
S71	0	("5921036").URPN.	USPAT	OR	ON	2006/04/07 15:38
S72	0	("5921036").URPN.	USPAT	OR	ON	2006/04/07 16:48
S73	23	drive near1 in near1 (theatre or restaurant or pirture)	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/04/07 16:49
S74	1	S73 and parking	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/04/07 16:51
S75	4	S73 and park	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/04/07 16:49
S76	18	S73 not S74 not S75	US-PGPUB; USPAT; EPO; JPO; DERWENT	OR	ON	2006/04/07 16:52

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The Patriot Ledger. Quincy, Mass.: Aug 19, 1995. p. 80
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- ☐ 2. **CHECKER'S WINS TENTATIVE OK FOR A RESTAURANT IN HALLANDALE; [BROWARD Edition]**  
Sun Sentinel. Feb 27, 1994. p. 18
- Full text   Abstract
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Gary Newman. Omaha World - Herald. Omaha, Neb.: Oct 15, 1992. p. 1
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- ☐ 4. **Westwood L.A. Condemns Site on Pico; [Home Edition]**  
Los Angeles Times (pre-1997 Fulltext). Los Angeles, Calif.: Jun 21, 1990. p. 2
- Full text   Abstract
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- ☐ 5. **HANOVER PLANNERS APPROVE 75-UNIT HOUSING PROJECT; [FOURTH Edition]**  
RICH HARRY, The Morning Call. Morning Call. Allentown, Pa.: Nov 5, 1985. p. B.03
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- ☐ 6. **DEVELOPER ASKS HANOVER FOR VARIANCE; [FOURTH Edition]**  
The Morning Call. Morning Call. Allentown, Pa.: Apr 29, 1985. p. B.04
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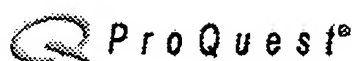
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KAREN BROOKS. Fort Worth Star - Telegram. Fort Worth, Tex.: Mar 20, 1997. p. 1

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- ☐ 2. **The Great Lotto Caper; The California Lottery. For 10 Years It's Haunted You With Its Promise of Untold Wealth. For 10 Years You've Handed Over Your Hard-Earned Dollars and Trusted Your Luck. But Luck, Luck is For Suckers. Now You Have a Plan.; [Home Edition]**  
Ajay Sahgal. Los Angeles Times (pre-1997. Oct 8, 1995. p. 16

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- ☐ 3. **TOWN TO PUT ITS SHOW ON THE ROAD MAIN STREET; [4 EASTERN Edition]**  
DEE SEGEL, Courant Staff Writer. Hartford Courant. Hartford, Conn.: May 24, 1994. p. E.3

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*Jim Bodor, Telegram & Gazette Staff. Telegram & Gazette. Worcester, Mass.: Feb 11, 1998. p. B.1*  
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- ☐ 2. **Los Angeles**  
*Todd S. Purdum. New York Times (Late Edition (East Coast)). New York, N.Y.: Oct 12, 1997. p. 5.10*  
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- ☐ 3. **Henderson drive-in is one of the last along U.S. 1 A view with dash; [Final Edition]**  
*MARTHA QUILLIN. News & Observer. Raleigh, N.C.: Aug 5, 1996. p. B.1*  
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- ☐ 4. **There's plenty of space to park your opinion; [HOME FINAL Edition]**  
*Tom Magliozzi, Ray Magliozzi. Dallas Morning News. Dallas, Tex.: Aug 19, 1995. p. 10.C*  
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5. **Cabaret a breezy way to go to the movies; [UNION-TRIBUNE, , , , , , 12345678 Edition]**  
*David Elliott. The San Diego Union - Tribune. San Diego, Calif.: May 9, 1995. p. E.4*
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- ☐ 6. **Morning Report; [Home Edition]**  
*SHAUNA SNOW. Los Angeles Times (pre-1997 Fulltext). Los Angeles, Calif.: Mar 18, 1995. p. 2*  
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- ☐ 7. **Omaha Parents Camp Out For Church School Sign-up; [Sunrise Edition]**  
*KENDRICK BLACKWOOD. Omaha World - Herald. Omaha, Neb.: Mar 6, 1995. p. 9.sf*  
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*DEE SEGEL, Courant Staff Writer. Hartford Courant. Hartford, Conn.: May 24, 1994. p. E.3*

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- ☐ 9. **Drive-ins flicker back to life, again; [Final Edition]**  
*Jay Stone. The Ottawa Citizen. Ottawa, Ont.: Jun 29, 1993. p. B.9*

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- ☐ 10. **The Retail Ringmaster: Meet the Broward Businessman Who Used Lions and Elephants to Reinvent the Flea Market**  
*Newman, Jeffrey L.. New Miami. Miami: Aug 1992. Vol. 5, Iss. 1; p. 13*

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- ☐ 11. **Peepshow' never rises above its narcissism, titillation; [FIVE STAR SPORTS FINAL Edition]**  
*Hedy Weiss. Chicago Sun - Times. Chicago, Ill.: May 2, 1991. p. 47*

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- ☐ 12. **Parking limited at St. Edward's; [FINAL Edition]**  
*Mark Rosner. Austin American Statesman. Austin, Tex.: Jul 22, 1990. p. D.15*

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- ☐ 13. **Back to the Future III' echoes of Westerns past; [EVENING Edition]**  
*Jim Emerson. The Orange County Register. Orange County Register. Santa Ana, Calif.: May 25, 1990. p. P.11*

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- ☐ 14. **100 ways to free up freeways Flats, tax, radar brakes on OC drivers' wish list; [EVENING Edition]**  
*Mark Platte. The Register. Orange County Register. Santa Ana, Calif.: May 23, 1989. p. a.01*

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- ☐ 15. **Gucci Thrives Where Beans Once Flourished; [Orange County Edition]**  
*KAREN NEWELL YOUNG. Los Angeles Times (pre-1997 Fulltext). Los Angeles, Calif.: Dec 4, 1987. p. 14*

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- ☐ 16. **A MATTER OF FAIR COMMENT; [FINAL EDITION, C]**  
*Rick Kogan. Chicago Tribune (pre-1997 Fulltext). Chicago, Ill.: Jul 19, 1987. p. 2*

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- ☐ 17. **'LIFEFORCE' / Breath-Sucking Android Zombie Space Cadets; [SUNDAY Edition]**  
*JOE BOB BRIGGS, Drive-In Movie Critic, Grapevine, Texas. San Francisco Chronicle (pre-1997 Fulltext). San Francisco, Calif.: Jul 28, 1985. p. 34*


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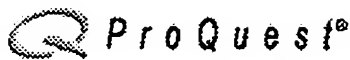
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## The Retail Ringmaster: Meet the Broward Businessman Who Used Lions and Elephants to Reinvent the Flea Market

*Newman, Jeffrey L.* [New Miami](#). Miami: [Aug 1992](#). Vol. 5, Iss. 1; Sec. 1. pg. 13

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**Abstract** (Document Summary)

Preston Henn knows how to draw a crowd: Hire a circus for daily shows, bring in singing stars for occasional concerts, and invite the public free of charge. Expensive? Sure. But Henn has learned to make money by spending money at his unusual retail complex, the Fort Lauderdale Swap Shop, a cross between an off price shopping center and a county fair. It all started in 1960, Henn bought the old Thunderbird drive-in movie theater in Fort Lauderdale. In addition to selling movie tickets at night, he started leasing space in the parking area to vendors who wanted to sell goods during daylight hours. (excerpt)

**Full Text** (638 words)*Copyright New Miami Aug 1992*

Preston Henn knows how to draw a crowd: Hire a circus for daily shows, bring in singing stars for occasional concerts, and invite the public free of charge.

Expensive? Sure. But Henn has learned to make money by spending money at his unusual retail complex, the Fort Lauderdale Swap Shop, a cross between an off price shopping center and a county fair.

It all started in 1960, Henn bought the old Thunderbird drive-in movie theater in Fort Lauderdale. In addition to selling movie tickets at night, he started leasing space in the parking area to vendors who wanted to sell goods during daylight hours.

His flea market had only four vendors when it opened in 1963 on the day John F. Kennedy was assassinated.

Today, the Fort Lauderdale Swap Shop is a shopping and entertainment complex with more than 2,000 vendors.

Many of the vendors still congregate in the parking areas. Some sell jewelry and other expensive merchandise in and around an enclosed, air-conditioned, 108,000-square-foot entertainment center. Built four years ago, the two-story entertainment center has a performance stage, a circus ring, a video arcade and a food court.

It still costs money to see a drive-in movie at the Swap Shop. But there is plenty of free entertainment. Henn spends \$1.25 million a year to stage a free circus each day for visitors, and another \$750,000 a year for free concerts by big-name entertainers such as Willie Nelson, Latin superstar Luis Enrique and Barbra Mandrell.

"They're loss leaders," says 62-year-old Henn. "The payoff is that it attracts the people. It's like spending \$2 million on advertising. The idea is to get people out here for the first time."

Last year, he says, the number of people who visited the Swap Shop totaled more than 12 million.

Many people come for bargains at Henn's upscale flea market, not just free shows. Some second-hand goods are sold at the Fort Lauderdale Swap Shop, but many of the vendors sell new merchandise at low prices. A pair of RayBan sunglasses that sells for \$80 in a department store can be purchased at the Swap Shop for \$36. A Movado watch that normally retails for \$600 can be found for \$400 or less.

Henn—who owns 12 smaller versions of the Fort Lauderdale Swap Shop around Florida—boasts that his business is recession-resistant. "We've never had a year (that was) not better than the year before, even if it's a depressed year," he says. "People like bargains, so people come out here in a recession."

Henn won't disclose his revenue at the Fort Lauderdale Swap Shop, but it's probably in the range of \$12 million a year. He not only makes money on vendor space rentals and movie-ticket sales, he also charges visitors for parking and collects a percentage of the food court sales.

He doesn't depend on local consumers alone. Tourist traffic at the Swap Shop is heavy during the high season from Thanksgiving to Easter. Henn works with travel agencies and government tourism offices to market the Swap Shop to out-of-towners.

Henn is planning a \$10 million expansion. Already under way is construction of a \$1 million, three-story bridge with escalator stairs, linking the entertainment center to an 11-acre parking lot on the opposite side of six-lane Sunrise Boulevard. Henn also plans to add 224,000 square feet of enclosed retail space.

His business success has given Henn a nice lifestyle. He currently is rebuilding his primary residence on "Millionaires' Row" in Hillsboro Beach. He also owns a home in Aspen, Colorado, where he lives three months each year.

Henn gives credit to his father, a movie theater owner, for much of his success.

"My father was a showman and I consider myself a showman," he says. "You have to be a showman in the swap shop business. And I love it."

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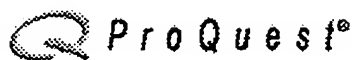
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**Abstract** (Document Summary)

No matter how early you get there, there are already people at the drive-in. They're sitting on lawn chairs, eating dinner, their cars parked facing away from the screen, so they can sit in their lawn chairs and use the trunk as a refrigerator. They're playing catch and football and Frisbee on the big field in front of the screen.

The drive-in movie was invented in 1933 by a man named Richard Hollingshead, who experimented by showing outdoor movies on a screen hanging from his garage before he opened a 400-car drive-in in Camden, N.J. There were speakers under each parking space.

Between 1945 and 1955, the number of drive-ins went from 300 to 4,000 (which is a lot of all-beef hot dogs), although fewer than 1,000 remain today. Families would arrive with kids in their pyjamas. Teenagers would arrive by the carload, some of them hiding in the trunk. An entire movie genre built up of films meant for drive-in theatres. They had names like Rock All Night ("Some have to dance some have to kill!") and Dragstrip Girl ("Car crazy! Speed crazy! Boy crazy!").

**Full Text** (742 words)*(Copyright The Ottawa Citizen)*

You go to the drive-in movie theatre early, to get a good spot. If you are a family out for a lark, this means a spot at the front, close to the screen. If you are a teenager out for a lark, this means a spot at the back, far from the screen.

But no matter how early you get there, there are already people at the drive-in. They're sitting on lawn chairs, eating dinner, their cars parked facing away from the screen, so they can sit in their lawn chairs and use the trunk as a refrigerator. They're playing catch and football and Frisbee on the big field in front of the screen.

These are the people who know that you should bring lawn chairs and footballs and Frisbees to the drive-in; the regulars. Some of them are young yuppie families with small children, looking for an inexpensive evening at the movies (\$8 per adult, kids free) or a place where a crying baby won't disturb anyone. Some of them are young non-yuppie families who look as if perhaps they live at the drive-in.

There sure are a lot of them. Maybe it's because Jurassic Park is playing. Maybe it's because drive-in movies are going through another revival. Drive-in movies have been through more revivals than folk music.

The drive-in movie was invented in 1933 by a man named Richard Hollingshead, who experimented by showing outdoor movies on a screen hanging from his garage before he opened a 400-car drive-in in Camden, N.J. There were speakers under each parking space.

The big technological advance of the past 60 years is that the speakers are now wires that you wrap around your car antenna so that you can hear the sound on your radio. Not much else has changed since the heyday of the drive-in, which was in the years after the Second World War. That was more than 10 years after Richard Hollingshead invented it, but it took that long for America's twin love objects -- movies and cars -- to come together.

Love, air and hot dogs

For the record, the Motion Picture Herald of April 1944, attributed the rising popularity of the drive-in to the joy of being released from gasoline rationing, the amorous impulses of youth, the need for fresh air and the availability of all-beef hot dogs.

Between 1945 and 1955, the number of drive-ins went from 300 to 4,000 (which is a lot of all-beef hot dogs), although fewer than 1,000 remain today. Families would arrive with kids in their pyjamas. Teenagers would arrive by the carload, some of them hiding in the trunk. An entire movie genre built up of films meant for drive-in theatres. They had names like Rock All Night ("Some have to dance some have to kill!") and Dragstrip Girl ("Car crazy! Speed crazy! Boy crazy!").

But the drive-in depended on the car, and the Arab oil embargo of the 1970s hurt business. At the same time, land became worth so much that developers started figuring out how many townhomes you could build on the big field in front of the screen.

There was a bit of a revival in the 1980s when the baby boomers needed a place to take their own babies. The drive-in became a place of nostalgia -- The Encyclopedia of Pop Culture notes that in 1988, a New York City movie theatre opened inside a warehouse where customers sat in 36 permanently parked convertibles.

At the real drive-in theatre, where Jurassic Park is playing, the cars keep coming until it is almost filled. The snack pavilion is doing a booming business in video games and all-beef pogos. The movie doesn't start until 9:20 p.m., but the horns start blaring impatiently at 8:45: "Shave and a haircut from the car behind you, the answering "Two bits from a hundred others.

The kids are still playing football on the grass. It's a hot night, but you can't leave the windows open because the mosquitoes get in, and you can't turn on the car to run the air conditioner because the running lights will shine on the screen.

So you sit there in the heat, just like your forefathers must have done, dodging mosquitoes with the same fervor that the people up on the screen are dodging dinosaurs. You're alone in your car, yet part of a community of cars. Things are awfully quiet in the back row.

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